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quality of butter made, however, is surprisingly good, considering the condition of the raw material from which it is made, but it is not of the finest quality, such as that made in country creameries which depend on local supplies of cream. Through large-scale production and marketing, and widespread advertising, these concerns have developed highly efficient organizations which have cut into the businesses of the local creameries and have caused much bitterness of feeling in many states.

In the description of butter dealers, the so-called brokers of Chicago deserve a word, in that they play an important part in redistributing to other parts of the country the enormous amounts received in that city. The author is perhaps a bit optimistic about the possibility of coöperative selling agencies in large cities (p. 160), and fails to note that an experiment of this sort was started by a group of Minnesota creameries in New York City in 1915. It would have been instructive if the author could have told us something of the interesting differences in the quality of butter used by different cities; how Chicago is largely content with "centralized" butter, how New York and Philadelphia demand the best, fresh, country creamery butter, and how Boston relies largely on the cold-storage product, etc.

The author is in error when he defines the wholesale price of butter as "the amount paid by the wholesale dealer to the producer" (p. 192). It is generally understood in the large markets that the wholesale price is the price charged by wholesale receivers or commission men for large lots of butter (usually to jobbers) at the wholesaler's place of business. The estimated division of marketing costs between wholesaler, jobber, and retailer (p. 192) is faulty. The author also apparently has a slightly wrong conception of the Elgin market and Elgin quotation of today. That there is no real butter market there, that the quotation is made only once a week by a faulty method, and that the dealers who meet there once a week are principally Chicago wholesalers, are all facts that might well have been brought out.

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NEW BOOKS

ALLEN, F. J. *The shoe industry.* (Boston: Vocation Bureau. 1916. Pp. 327. \$1.25.)

BRYNER, E. *Dressmaking and millinery.* (Cleveland, O.; Cleveland Foundation Survey Committee. 1916. Pp. 133. 25c.)

BRYNER, E. *The garment trades.* (Cleveland, O.: Cleveland Foundation Survey Committee. 1916. Pp. 153. 25c.)

COMPTON, W. *The organization of the lumber industry, with special reference to the influences determining the prices of lumber in the United States.* (Chicago: American Lumberman. 1916. Pp. x, 153. \$2.)

LUTZ, R. R. *The metal trades.* (Cleveland, O.: Cleveland Foundation Survey Committee. 1916. Pp. 129. 25c.)

State of Washington timber workers' employment guide, 1915-1916. (Seattle, Wash.: Timber Workers' Pub. Co. 1915. Pp. 127.)

Transportation and Communication

Studies in the Cost of Urban Transportation Service. By F. W. DOOLITTLE. (New York: American Electric Railway Association. 1916. Pp. xxiii, 467. \$3.50.)

A large amount of information is contained in this book. It treats many different phases of its subject from still more points of view. No one, unless possibly some street railway accountant, is likely to read it all. But as a source to turn to for materials it will be very useful to many. It is impossible in short space to give more than a general idea of the contents of its 467 pages of very fine print, which bristle with tables, charts, and diagrams.

The origin of the book is interesting and gives it an excellent backing of authority. It is the result of the work of a "Bureau of Fare Research" organized under the direction of a committee of the American Electric Railway Association. Five well-known street railway managers sign the preface, endorsing the work of Mr. Doolittle and giving credit also to Mr. Edwin Gruhl as having "represented the committee in many of the conferences with Mr. Doolittle." The compilation was made between May, 1914, and October, 1915, and all data are brought down as nearly as possible to date. It contains the results of some "special investigations," but much of the material is collected from many sources in previous publications.

One thing that may possibly surprise the reader is the general tone of optimism. While the common impression that street railways have fallen on evil days is sustained by the showing that the capital invested pays less than 4 per cent (p. 71); that new capital is being had only at ever-increasing rates of interest on account of the increasing risks (p. 4); that the "jitneys" and other competing forms of transportation are cutting into the growth of